

(b) (6)

From: (b) (6) <(b) (6)@ManTech.com>
Sent: Monday, July 20, 2015 6:36 AM
To: (b) (6) CTR NAS Whidbey Is, N32; (b) (6) LCDR CVWP Operations, B386 R149
Cc: (b) (6) CIV NAS Whidbey Is., N00RM; (b) (6) CIV USFF, N46; (b) (6) CDR CVWP, WHDB; (b) (6) CTR CVWP, B386 R335; (b) (6) (b) (6)@blueridgeresearch.com
Subject: RE: Olympic MOA Noise Study task...UPDATE as of 18 June

Thanks, (b) (6).

-(b) (6)

(b) (6), PMP
Director
ManTech International Corporation
Mission Solutions and Services
Phone: (b) (6)
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-----Original Message-----

From: (b) (6) CTR NAS Whidbey Is, N32 [mailto:(b) (6)@navy.mil]
Sent: Monday, July 20, 2015 9:22 AM
To: (b) (6); (b) (6) LCDR CVWP Operations, B386 R149
Cc: (b) (6) CIV NAS Whidbey Is., N00RM; (b) (6) CIV USFF, N46; (b) (6) CDR CVWP, WHDB; (b) (6) CTR CVWP, B386 R335; (b) (6) (b) (6)@blueridgeresearch.com
Subject: RE: Olympic MOA Noise Study task...UPDATE as of 18 June

(b) (6),

Electronic Warfare Close Air Support.

v/r

(b) (6)
SAIC Contractor/NAS Whidbey Island
COMPACFLT NWTRC Range Complex Sustainment Coordinator
Cell (b) (6)
Work (b) (6) or DSN (b) (6)

-----Original Message-----

From: (b) (6) [mailto:(b) (6)@ManTech.com]

Sent: Sunday, July 19, 2015 7:58 AM

To: (b) (6) CTR NAS Whidbey Is, N32; (b) (6) LCDR CVWP Operations, B386 R149

Cc: (b) (6) CIV NAS Whidbey Is., NOORM; (b) (6) CIV USFF, N46; (b) (6) CDR CVWP, WHDB;

(b) (6) CTR CVWP, B386 R335; (b) (6) (b) (6)@blueridgeresearch.com)

Subject: RE: Olympic MOA Noise Study task...UPDATE as of 18 June

(b) (6),

Quick question. The EA-18G has a mission with the acronym EWCAS. Can you tell us what EWCAS stands for? Thanks!

- (b) (6)

(b) (6), PMP

Director

ManTech International Corporation

Mission Solutions and Services

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-----Original Message-----

From: (b) (6) CTR NAS Whidbey Is, N32 [mailto:(b) (6)@navy.mil]

Sent: Monday, June 29, 2015 10:41 AM

To: (b) (6) LCDR CVWP Operations, B386 R149; (b) (6)

Cc: (b) (6); Mosher, John G CIV COMPACFLT, N465JM; (b) (6) CIV NAS Whidbey Is., NOORM; (b) (6)

(b) (6) CIV USFF, N46; (b) (6) CDR CVWP, WHDB; (b) (6) CTR CVWP, B386 R335

Subject: FW: Olympic MOA Noise Study task...UPDATE as of 18 June

LCDR (b) (6),

FYSA. After our conversation and your noted concern of time on station I went back and reviewed the NASMOD again. AAW 203-205 AACT are noted as 60 min. AAW 206 AACT -2vX shows on station for 90 min. EWCAS and SEAD are noted as 90 min on station. Have made the correction to AACT time on station for 60 Min as three out of the four events show 60 min.

(b) (6),

Attached file has been reviewed by CVWP OPSO. I am still working P-8, F-15, P-3, F-16 data. Note the first mission for each is an overall entry and exit number with average time in airspace and the next three missions are actual training events.

v/r

(b) (6)

SAIC Contractor/NAS Whidbey Island
COMPACFLT NWTRC Range Complex Sustainment Coordinator
Cell (b) (6)
Work (b) (6) or DSN (b) (6)

-----Original Message-----

From: (b) (6) CTR NAS Whidbey Is, N32
Sent: Thursday, June 18, 2015 2:35 PM
To: (b) (6) LCDR CVWP Operations, B386 R149; (b) (6) CDR CVWP, WHDB; (b) (6) CTR CVWP, B386 R335
Cc: (b) (6); (b) (6); Mosher, John G CIV COMPACFLT, N465JM; (b) (6) CIV NAS Whidbey Is., N00RM; (b) (6) CIV USFF, N46
Subject: Olympic MOA Noise Study task...UPDATE as of 18 June

All,

After review noted that AACT events were not correct per LCDR (b) (6)'s email of Friday, June 12, 2015 12:15 PM. Have made those corrections in attached data sheet version 3.

BLUF: Request review of Noise Study Data Sheet for approval to send to the contractor that will conduct actual study.

Base line data was obtained from SHARP, DCAST, and CY13 Air Activity Report were used as base line data and mission data. Additionally VAQ EIS NASMOD Analysis Naval Air Station Whidbey Island Final Draft of June 2015 was used for the training area current and future use assumptions.

For current and future use Olympic MOA A and B and W-237 A and B base line numbers 2.8 Percent was subtracted for Other Military use of the studied SUA with the understanding that the Noise Model will be focused on EA-18G use of the SUA. Additionally for W-237 A and B a 13% or about 152 Sorties were subtracted for P3 and future P8 use.

For the Noise Modeling all sorties were as best able combined into four mission areas Entrance/Exit, SEAD, EWCAS, and AACT. Note that the EA-6B Baseline had ASUW as the fourth mission area as SHARP data trended towards that mission area more than AACT.

Used CDR (b) (6)'s data from below email to attain average Power Settings and average Speed. Time in airspace for missions was obtained from VAQ EIS NASMOD Analysis Naval Air Station Whidbey Island Final Draft of June 2015. Power settings in the data sheet were divided evenly as possible throughout the altitudes per CDR (b) (6)'s email below.

(b) (5)



Again please review and provide any corrections or advise. If able would like to have this for sending to the contractor by COB Friday 19 June.

v/r

(b) (6)

SAIC Contractor/NAS Whidbey Island

COMPACFLT NWTRC Range Complex Sustainment Coordinator

Cell (b) (6)

Work (b) (6) or DSN (b) (6)

-----Original Message-----

From: (b) (6) LCDR CVWP Operations, B386 R149

Sent: Friday, June 12, 2015 12:15 PM

To: (b) (6) CTR NAS Whidbey Is, N32; (b) (6) CDR CVWP, WHDB; (b) (6) CTR CVWP, B386 R335

Cc: (b) (6); (b) (6); Mosher, John G CIV COMPACFLT, N465JM; (b) (6) CIV NAS Whidbey Is., N00RM; (b) (6); (b) (6)

Subject: RE: Olympic MOA Noise Study task...UPDATE as of 12 June with speeds included

(b) (6),

OLY A/B

	6-10K	10-20K	20-30K	30-35K
	%time/%Power/Speed	%time/%Power/Speed	%time/%Power/Speed	%time/%Power/Speed
SEAD	5%/82%/270KTS	25%/80%/270KTS	65%/78%/260KTS	5%/78%/260KTS
EWCAS	5%/85%/300KTS	25%/82%/300KTS	65%/82%/300KTS	5%/80%/290KTS
AACT (Air to Air)	10%/92%/275KTS	55%/89%/350KTS	35%/87%/400KTS	N/A

All other MOA's and working areas

	0-5K	5-10K	10-20K	20-30K
	%time/%Power/Speed	%time/%Power/Speed	%time/%Power/Speed	%time/%Power/Speed
SEAD	5%/82%/300KTS	5%/82%/270KTS	20%/80%/270KTS	65%/78%/260KTS
	5%/78%/260KTS			
EWCAS	5%/82%/300KTS	5%/85%/300KTS	20%/82%/300KTS	65%/82%/300KTS
	5%/80%/290KTS			
AACT (Air to Air)	N/A	10%/92%/275KTS	55%/89%/350KTS	35%/87%/400KTS
	N/A			

Keep in mind that sometimes increased power settings and slower speeds are associated, specifically in the air to air environment.

V/R,

LCDR (b) (6)

-----Original Message-----

From: (b) (6) LCDR CVWP Operations, B386 R149

Sent: Friday, June 12, 2015 12:04 PM

To: (b) (6) CTR NAS Whidbey Is, N32; (b) (6) CDR CVWP, WHDB; (b) (6) CTR CVWP, B386 R335

Cc: (b) (6); (b) (6); Mosher, John G CIV COMPACFLT, N465JM; (b) (6) CIV NAS Whidbey Is., N00RM; (b) (6); (b) (6)

Subject: RE: Olympic MOA Noise Study task...UPDATE as of 12 June

(b) (6),

Answer to your questions.....

3. That is a correct assumption. 3NM.

4.

OLY A/B				
	6-10K	10-20K	20-30K	30-35K
	%time/%Power	%time/%Power	%time/%Power	%time/%Power
SEAD	5%/82%	25%/80%	65%/78%	5%/78%
EWCAS	5%/85%	25%/82%	65%/82%	5%/80%
AACT (Air to Air)	10%/92%	55%/89%	35%/87%	N/A
All other MOA's and working areas				
	0-5K	5-10K	10-20K	20-30K
	%time/%Power	%time/%Power	%time/%Power	%time/%Power
SEAD	5%/82%	5%/82%	20%/80%	65%/78%
5%/78%				
EWCAS	5%/82%	5%/85%	20%/82%	65%/82%
5%/80%				
AACT (Air to Air)	N/A	10%/92%	55%/89%	35%/87%
N/A				

V/R,

LCDR (b) (6)

-----Original Message-----

From: (b) (6) CTR NAS Whidbey Is, N32

Sent: Friday, June 12, 2015 10:58 AM

To: (b) (6) CDR CVWP, WHDB; (b) (6) LCDR CVWP Operations, B386 R149; (b) (6) CTR CVWP, B386 R335

Cc: (b) (6); (b) (6); Mosher, John G CIV COMPACFLT, N465JM; (b) (6) CIV NAS Whidbey Is., N00RM; (b) (6); (b) (6)

Subject: FW: Olympic MOA Noise Study task...UPDATE as of 12 June

Importance: High

Gentlemen,

Email resend with correction:

Had a Kickoff meeting with the contractor Blue Ridge for the Olympic MOA and W237 A and B Noise Study, and please disregard earlier email. After discussion it was decided to include the Olympic ATCAA and W237 A and B. Will resend data sheet once Blue Ridge has sent me the updated file.

Again

We have been directed by OPNAV to complete a Noise Study for the use of the Olympic MOA. This is in support of the ongoing Northwest Training and Testing Environmental Impact Statement. I will fill first part of the attached data sheet with numbers from our latest revised NASMOD Study, SUA air activity reports and SHARP. Will use projected numbers from what we already have in the NASMOD and what we have already done for actual/projected flights in our process of attaining the USFS road permits.

Need some assistance in regards to email below especially the following:

3. Should we assume a buffer around the edge of the airspace? *** My assumption is 3NM. Is that correct?
4. For EA-18G there can be as many as 4 conditions. A condition is TR such as ACTC, SEAD, EWCAS for example. Each condition is a particular speed/power setting combination. For each speed/power combination the model needs to know what % of the total time in the MOA, ATCAA/W237 A and B is at that power setting at each altitude block. When the % of each condition are added up, they will equal 100%. For example...50% of the time is at 75% power between 9,000 MSL and 20,000 MSL. The base line tab for the EA-6B will need to be completed for conditions. We can leave the future use EA-6B blank as they will no longer be in use.

Again will distribute the new DATA sheet as soon as I receive it.

v/r

(b) (6)

SAIC Contractor/NAS Whidbey Island
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-----Original Message-----

From: (b) (6) [mailto:(b) (6)@ManTech.com]
Sent: Thursday, June 11, 2015 10:12 AM
To: (b) (6) CIV NAVFAC NW, OP3E21; (b) (6) CTR NAS Whidbey Is, N32
Subject: Olympic MOA Noise Study task

(b) (6),

We got the RFP from (b) (6). We are ready to have the kickoff meeting anytime you are. We would include Blue Ridge, and that would help all of us scope the level of effort better. Should also have (b) (6) on the call.

(b) (6),

I've attached the data table that Blue Ridge needs to complete the noise model. A few points about the spreadsheet:

1. There are three tabs; the first is just an example, there is one for current or baseline, and one for future or proposed.
2. Question: Are the MOAs scheduled and used separately or are they considered one piece of airspace? The data sheet is set up assuming the former. If the latter is true, just fill in the column for MOA A and tell us that's the case.
3. Should we assume a buffer around the edge of the airspace? From my experience, pilots will typically avoid the very edges to prevent spillouts. If we want a buffer, we need a number for that; 1 nm, 3 nm, 5 nm, whatever. The buffer will do two things to the noise model results: 1) The noise levels will be more focused toward the middle of the area, possibly increasing those levels slightly, and 2) The noise levels outside the MOA will be reduced.
4. For each aircraft, there can be as many as 4 conditions. If you need more, let me know. Each condition is a particular speed/power setting combination. For each speed/power combination the model needs to know what % of the total time in the MOA is at that power setting at each altitude block. When the % of each condition are added up, they will equal 100%.
5. If you want to combine altitude blocks or you need more, those can be adjusted. For example, you may want to say that 50% of your time is between 6,000 and 12,000 feet.
6. Contact me first with any questions. If I can't answer them, I'll have you go directly to (b) (6) at Blue Ridge Research and Consulting.

-(b) (6)

(b) (6), PMP
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